

REQUEST FOR PROPOSALS

Georgetown Sidewalk Extensions Feasibility and 'Pilot' Design

Proposals due March 29, 2024

Consultant Team Selection Criteria

- 1) Multi-disciplinary firm OR multi-firm design team with expertise in urban design, streetscape design, landscape architecture, architecture, stormwater management, civil engineering, and structural engineering in historic settings
- 2) REQUIRED: At least part of team must have experience working in Washington D.C. and have current positive relationships with DDOT personnel
- 3) Relevant project experience designing beautiful, functional streetscapes in historic urban settings
- 4) Innovative problem solving, i.e. inclined to challenge existing standards to find site-specific design and engineering solutions that may be without precedent
- 5) Availability to complete Scope of Work in given timeline and commitment to project
- 6) Price proposal to complete Scope of Work

Background

The Georgetown Business Improvement District (GBID) in partnership with the District Department of Transportation (DDOT) is seeking multidisciplinary design and engineering services for the next phase of sidewalk extensions on M Street NW and Wisconsin Avenue. This is part of an effort to bring more diverse transportation and visitor uses to Georgetown's streetscape and roadway including more space for walking, dining, bus boarding, bicycle and scooter parking and support for adjacent competing curbside uses.

The current sidewalk extensions largely consist of wood and composite deck panels raised to curb height protected by concrete jersey barriers and concrete planters around the perimeter adjacent to the street. The intent of this proposal is to engineer and design sidewalk extensions that are durable but do not require recrowning the roadway and can be designed and built within 2 years if possible. This project, in combination with ongoing transportation studies should lead to full streetscape redesigns on M Street and Wisconsin Ave in the next decade.

Project Objectives

Subject to change pending project development in partnership with DDOT. See page 2 for "Detailed Scope and Deliverables"

- 1) Design of 2 sidewalk extension cross-sections that work throughout project extents that meet design parameters and stormwater requirements (see attached documents); one version that is about the width of half of a traffic lane and the other that is about the width of a full traffic lane. Ongoing transportation studies are evaluating future lane reduction scenarios for major corridors so we are seeking engineering solutions that could accommodate different configurations to be prepared for quicker installation upon study completion. It is mandatory

that these designs do NOT require recrowning the roadway or disturbing the existing sidewalk or streetscape fixtures. If sidewalk extensions at the given widths are not feasible, alternative solutions should be provided if possible.

- 2) Construction documents for installation of two 'pilot' sidewalk extensions, one located on M St and one on Wisconsin Ave or a side street using one or both of the configurations developed above, exact locations to be determined. Scope includes construction cost estimating and support through community engagement, bidding, permitting and construction management.

Scope Excludes

- 1) Transportation planning such as lane re-configuration options, feasibility of bus and bike lanes, feasibility of long-term rush hour lane removal, curb side parking or loading uses. Note that completion of DDOT transportation studies in 2024-25 will provide outcomes necessary for the next stages of corridor design.
- 2) Design of temporary pre-fab-type parklet structures. If a capital improvement to extend the curb lines is not feasible, the BID will form a different consultant team including companies that specialize in parklet structure design and fabrication or seek a different project direction.
- 3) Construction installation

Potential Future Contracts

- 1) Post-construction evaluation of pilots
- 2) Construction documentation through construction management for design and installation of sidewalk extensions for full project extents
- 3) Other

Detailed Scope of Work and Deliverables

Subject to change pending project development in partnership with DDOT. Regular communication and meetings with GBID and DDOT will occur throughout the items below.

- 1) Design of two (or more) typical sidewalk extension configurations that could be implemented across all or most of the project extents in the attached document without re-crowning the roadway. One configuration should be approximately a half-lane width sidewalk extension and the other configuration should be approximately a full-lane width sidewalk extension, both following the design parameters set forth in the attached document. Consultant must provide method determining feasibility and proof of feasibility across project extents. If sidewalk extensions at the given widths are not feasible, alternative solutions should be provided if possible. (In future design and installation, a configuration would be implemented consistently by corridor although treatments may differ by corridor. For example, M Street may receive one configuration treatment and most other areas may receive another configuration treatment). For each configuration, provide the following typical construction details:
 - a. Cross-section from face of existing curb to face of new curb or gutter
 - b. Bus stop cross-section or layout detail with bench if it differs from standard cross-section
 - c. Extension transition treatments at corners and crosswalks at both nearside and far side if they differ
 - d. Bollard, railing, bike and scooter racks, or other vertical elements with footers, if needed
 - e. Treatment of existing utility covers within sidewalk extension

- f. Treatment when sidewalk extension covers a curbside or in-street stormdrain inlet
 - g. Other as needed
- 2) 100% construction documents for installation of two pilot sidewalk extensions designed above, one on M Street NW (such as by 3282 M Street NW at ~96 LF long) and one on Wisconsin Ave NW (such as by 1526 Wisconsin Avenue NW at ~162 LF) or a side street. The exact locations and lengths are not yet determined but may be as long as a full block face. It is not yet determined if the pilots will have the half lane or full lane extension configuration. Construction documents to contain standard inclusions such as site survey, existing conditions, layout, grading, materials, products, construction details, erosion control plan, stormwater calculations (actual calculations in a stamped report for DDOT) specifications; with stamp and seal
 - 3) Color renderings of both pilot locations in plan view and a sidewalk view (four total renderings) for inclusion in presentations for community members and historic review board
 - 4) Construction cost estimating through design process to determine cost-saving design features, value engineering and to inform construction budget
 - 5) Bid documents and procurement support for selection of General Contractor
 - a. Provide BID form with accompanying scope narrative; GBID will use documents to put out call for proposals and review submissions
 - b. Attend potential pre-bid meeting
 - c. Assist in reviewing final contractor selection(s) put forth by GBID
 - d. Provide AIA format contract documents between GBID and selected contractor
 - 6) Community engagement support – TO BE BILLED HOURLY
 - a. be available to take part in presentations to community members led by GBID
 - b. Provide additional renderings or boards as requested
 - 7) Permit support – TO BE BILLED HOURLY
 - a. be available to present plans to the Old Georgetown Board and DC Public Space Committee in partnership with GBID
 - 8) Construction management support – TO BE BILLED HOURLY
 - a. Support GBID as requested reviewing and responding to product submittals and specifications, Requests for Information, Change Orders
 - b. Attend punch-list walk and other site visits as requested

Timeline

This project requires consultant availability to prioritize and expedite work during design and revision periods. It is GBID's intention to complete the scope, if possible, including permitting and construction in 2024 in order to move on to future phases in 2025. Contract may include more precise completion dates, subject to change.

- April-August: engineering and design with revisions
- August-October: permitting for pilot installations
- August-December: construction contractor bidding and installation at the end of the year if possible

Attached Documents

- 1) Design Goals and Engineering Parameters
- 2) Project Extents for full lane and half lane extension configurations

Reference Materials

- 1) [The following documents can be accessed from this folder:](#)
 - a. Comprehensive Transportation Review and Appendix of temporary sidewalk extensions installed in 2021
 - b. Stormwater report from initial installation in 2021
- 2) [GBID sidewalk extension project overview](#)
- 3) [Map showing locations of innovative infrastructure](#) around the District including permanent retrofit curb/sidewalk extensions similar to what may be feasible in Georgetown
- 4) NACTO [Curb Extension](#) resources

Proposal Requirements

Elective Site Walk: Meet on sidewalk in front of **3270 M Street NW on March 13, 9-10am**. Attendance not required for proposal selection.

Questions: Direct questions to Nat Cannon, RLA at ncannon@georgetowndc.com or by phone at 202-670-8060 by **March 13 at 5pm EST**. Answers will be [posted here](#) by March 14 at 5pm EST and posted on the GBID website.

Proposals: Complete proposal packages with the contents requested below **must be time stamped March 29, 2024** and sent via email to ncannon@georgetowndc.com. Links to external websites for large file transfers permitted.

Please assemble and submit the following:

- 1) Cover letter stating the proposer's understanding of the work to be performed and why they believe they are well suited
- 2) Fee proposal in the form of an hourly rate sheet with (a) not-to-exceed amount(s) to complete work outlined in "Detailed Scope of Work and Deliverables." The not-to-exceed amount(s) will apply to items 1-5 with hourly rates being applied to items 6-8 as noted.
- 3) Personnel team from each firm who will be working on this project including brief biographies, roles, and percent availability during expected design window
- 4) Relevant project experience of the people on the proposed team from each firm detailing scope contributed to each project, emphasis on creative problem solving through engineering and design and streetscapes
- 5) List of projects with completion dates under DDOT purview detailing primary DDOT contacts and current relationship status for each firm
- 6) Client references

Evaluation

Refer to first section, "Consultant or Team Selection Criteria" for selection criteria. During the evaluation process, the BID may request additional information or clarifications from proposers. The most qualified proposer(s) may be interviewed by video conference or in person. There is no expressed or implied obligation for the BID to reimburse responding firms for any expenses incurred in preparing proposals in response to this request. The BID, in its sole discretion, reserves the right to select one, several, or none, of the firms that respond to this RFP.

As a courtesy, we would appreciate a response even if you decline to submit a proposal.

Billing and Fees

Invoices will be paid on a monthly basis. Any adjustments to monthly cost cap would have to be pre-approved by the BID.

Disclaimer

- 1) The Scope of Work is subject to change based on conversations with proposers or DDOT.
- 2) Nothing in this RFP obligates the BID to hire any of the Proposers and the BID reserves the right to cancel, or amend, the RFP at any time.

About the Georgetown BID

The Georgetown BID is a 501(c)(6) organization chartered by the District of Columbia that was started in 1999, and is the fourth largest BID in the Washington metropolitan region. Its 1,000+ members include all owners of commercial property within the BID boundaries and their tenants, such as restaurants, hotels, retail and service establishments, as well as corporations and their employees working in office buildings. The mission of the BID in serving its members and the community is in making and keeping Georgetown a world-class neighborhood that is safe, clean, accessible and top-of-mind. The BID's program areas include streetscape, street services, public safety, marketing, economic development, transportation, and public space management.

Design Goals & Engineering Parameters

Georgetown Sidewalk Extensions Feasibility and 'Pilot' Design

Updated 3/4/24

Guiding Vision – design cost-sensitive solutions that are aesthetically appropriate, safe, functional and that shed water to DDOT standards understanding that these solutions may not fit a typical sidewalk cross-section or curb height.

- I. **Materials and Aesthetic**
 - A. Overall aesthetic must complement and contribute to historical character of Georgetown and give a feeling of permanence
 - B. No jersey barriers or other highway barriers that don't complement historical setting
 - C. Streetscape materials to complement or match existing permanent streetscape with brick or sometimes flagstone sidewalks and granite curbs, black coated metal fixtures such as fluted light poles per DDOT design guidelines
 - D. Must be reviewed by the Old Georgetown Board (no specific written standards)
- II. **Stormwater** – Proposed sidewalk extensions with new curb and gutter and existing curb and gutter which may be placed in a channel with grate over the top must meet DDOT standards for shedding stormwater. Typical curb heights will not be possible at new extended curb line due to road crown height. DDOT standards may include runoff rates at certain volumes and spread of water in gutter using assumptions about runoff from adjacent properties agreed upon by DDOT. A stamped, sealed calculation package will likely be required.
- III. **General Safety** – Must meet and support traffic safety standards by roadway designation for vehicle operators, pedestrians, cyclists and bus passengers on or near sidewalk extensions.
 - a. Must accommodate all turns currently allowed in each location by appropriate vehicles including passenger vehicles, SU-30, Fire trucks, and WB-67 as appropriate.
 - b. Must not block or in any way impede views for drivers, pedestrians, and cyclists for the sight triangle both in a stopped position and at the posted speed of 25 mph.
 - c. Must not be taller than the height of a child of walking age, approximately 3'
 - d. Any lane shifts must meet minimum $\frac{1}{2}$ L
- IV. **Sidewalk Layout and Details**
 - A. Must meet ADA and current PROWAG standards for public space sidewalk cross slopes (prefer design to 1.5%), gaps between surfaces, navigation widths, and related standards.
 - B. Must meet DDOT DEM standards for bus stops
 - C. Must meet DDOT sidewalk standards for pedestrian clear zones widths; 4' minimum on half-lane width extensions

- D. Encourage innovative proposals for sidewalk horizontal alignment, eg. navigating a pedestrian clear zone that is NOT a straight line from corner to corner typically expected for ADA navigation
 - E. Encourage innovative proposals for design and layout of vertical safety elements that are typically setback from curb face ~18" constricting the pedestrian clear zone, see following section
 - F. Encourage resourceful (and cost sensitive) proposals for retrofit transition from existing roadway profile to new curb, gutter and sidewalk
- V. **Pedestrian Experience** – Must prioritize a feeling of safety and comfort for pedestrians navigating sidewalk extensions that are potentially adjacent to moving traffic lanes. Pedestrians should be focused on a promenade experience enjoying the unique historical character of Georgetown, colorful shop windows and vibrant atmosphere.
- VI. **Utilities** – must meet utility access requirements.
- VII. **Durability** – Must be permanent, meaning it should last up to 20 years without needing to be fully replaced. Repairs for normal wear and tear in the public realm are expected.
- VIII. **Replicability** – Designs for pilot sections must be replicable in all areas (or most areas if there are outlier circumstances) shown in the project extents and preferably in all commercial areas of Georgetown without recrowning the roadway or disturbing the existing curb and sidewalks.
- IX. **Curbside Use Accommodations** – Adjacent curbside uses are not established – design should allow for safe and functional use of multiple potential curbside uses including a vehicle traffic lane, bus lane, parking, commercial loading, pick-up/drop-off and bike lane.
- X. **Cost** – Needs creative, cost-reducing solutions sensitive to current municipal budget reductions. For example, the standard method of raising a utility cover to curb heights requires invasive roadway cutting to lift and reset and collar. Is there a way to make utility covers accessible without this expense?
- XI. **Construction considerations** – These are secondary to the sections above. The goal is to reduce the impact of construction on surrounding businesses, the community and traffic by designing for a limited construction duration and as small a footprint as possible.
- A. Limits of disturbance should be from the cut line for the new curb to the face of the existing curb if possible
 - B. Construction envelope should not be more than one lane beyond curb lane keeping existing sidewalk passable if possible

